

# The Hongkong Telegraph.



No. 426.

MONDAY, JUNE 11, 1883.

SIX DOLLARS PER QUARTER.

## For Sale.

### ECONOMY IN GAS.

**SUGG'S FLAT FLAME BURNERS**  
GIVE A  
SILENT WHITE FLAME  
AND EFFECT AN ECONOMY IN GAS OF  
**30 per cent.**  
they can be readily attached to ordinary  
Gasaliers and Brackets.

**SUGG'S NEWEST BURNERS** with Artistic  
shades for DRAWING ROOM and DINING  
ROOM.

LANE, CRAWFORD & Co.,  
Agents for Hongkong.

**ARTISTIC PORCELAIN MENU  
STANDS.**  
**HAND-ETCHED MENU AND NAME  
CARDS.**

LANE, CRAWFORD & Co.

**DEVOS'S NONPAREIL KEROSENE**, 150  
Degrees fire test, a perfectly safe oil.  
LANE, CRAWFORD & Co.  
Hongkong, 29th May, 1883. [340]

## Insurances.

**THE** Undersigned have been appointed  
AGENTS to the NEW YORK BOARD  
of UNDERWRITERS.  
**ARNHOLD, KARBERG & Co.**  
Hongkong, 15th June, 1883.

**RECORD OF AMERICAN AND FOREIGN  
SHIPPING.**  
Agents,  
**ARNHOLD, KARBERG & Co.**  
Hongkong, 15th June, 1883. [457]

### NOTICE.

**THE MAN ON INSURANCE COMPANY,  
LIMITED.**

(CAPITAL SUBSCRIBED.....\$1,000,000.)  
The above Company is prepared to accept  
MARINE RISKS at CURRENT RATES on GOODS,  
&c. Policies granted to all Parts of the world  
payable at any of its Agencies.

**WOO LIN YUEN,**  
Secretary.

**HEAD OFFICE,**  
No. 2, QUEEN'S ROAD WEST.  
Hongkong, 1st February, 1882. [106]

### GENERAL NOTICE.

**THE ON TAI INSURANCE COMPANY,  
(LIMITED.)**

**CAPITAL TAELS 600,000, EQUAL \$333,333-33-  
RESERVE FUND.....\$79,858.27.**

**BOARD OF DIRECTORS.**  
**LEE SING, Esq.,** **LEE YAT LUI, Esq.,**  
**LO YOK MOON, Esq.,** **CHU CHIK NUNG, Esq.,**  
**MANAGER—HO AMEI.**

**MARINE RISKS ON GOODS, &c., taken at  
CURRENT RATES to all parts of the world.**

**HEAD OFFICE, 8 & 9, PRAYA WEST.**  
Hongkong, 1st September, 1882. [601]

**NATIONAL MARINE INSURANCE  
ASSOCIATION, LIMITED.**

**THE** Undersigned as AGENTS for the above  
are prepared to accept RISKS on MER-  
CHANDISE by STEAMERS and SAILING VESSELS  
from Hongkong, China, and Japan to all parts  
of the world.

For further information apply to  
**ADAMSON, BELL & Co.,**  
Agents.  
Hongkong, 18th May, 1883. [393]

**YANGTZE INSURANCE  
ASSOCIATION.**

**CAPITAL (Fully Paid-up).....Tls. 420,000.00  
PERMANENT RESERVE.....Tls. 230,000.00  
SPECIAL RESERVE FUND.....Tls. 318,235.56**

**TOTAL CAPITAL and  
ACCUMULATIONS, 31st  
March, 1883.....Tls. 968,235.56**

### DIRECTORS.

**F. D. HITCH, Esq., Chairman.**  
**C. LUCAS, Esq.,** **WM. MEYER, Esq.,**  
**A. J. M. INVERARITY, Esq.,** **G. H. WHEELER, Esq.,**

**HEAD OFFICE—SHANGHAI.**  
**Messrs. RUSSELL & Co., Secretaries.**

**LONDON BRANCH.**  
**Messrs. BARRING BROTHERS & Co.,  
Bankers.**

**RICHARD BLACKWELL, Esq., Agent,  
68 and 69, Cornhill, E.C.**

**POLICIES** granted on MARINE RISKS to all  
parts of the world.  
Subject to a charge of 12 per cent. for Interest  
on Shareholders' Capital, all the PROFITS of the  
UNDERWRITING BUSINESS are annually dis-  
tributed among all Contributors of Business (who-  
ever Shareholders or not) in proportion to the  
premium paid by them.

**RUSSELL & Co.,**  
Agents.

Hongkong, 25th May, 1883. [83]

**UNION INSURANCE SOCIETY OF  
CANTON, LIMITED.**

### NOTICE TO SHAREHOLDERS.

**FIRST INTERIM BONUS** of Twenty  
per cent. upon Contributions for the year  
1882 has this day been DECLARED.  
**WARRANTS** may be had on Application at  
the Office of the Society on and after the 21st  
instant.

By Order of the Board

**DOUGLAS JONES,**  
Acting Secretary.

Hongkong, 7th May, 1883. [400]

## Auctions.

### PUBLIC AUCTION.

**THE** Undersigned has received instructions  
to Sell by Public Auction, on

### WEDNESDAY,

the 13th day of June, 1883, by order of the  
MORTGAGEE, on the Spot, at 2 P.M.,  
All that Piece or Parcel of GROUND Registered  
in the Land Office as INLAND LOT  
No. 229A. Together with the House in  
West Street, Taipingshan, No. 48, measur-  
ing on the North and South 19 feet, East and  
West 40 feet. Yearly Crown Rent \$6.82.

Also,  
All that Piece or Parcel of GROUND Registered  
in the Land Office as INLAND LOT  
No. 229B. Together with the House No.  
49 in West Street, Taipingshan, measuring  
North and South 18 feet, East and West,  
40 feet. Yearly Crown Rent \$4.68.

For Particulars, apply to  
**J. M. GUEDES,**  
Auctioneer.

Hongkong, 2nd June, 1883. [426]

### FURNITURE SALE.

**ELEGANT ENGLISH AND AMERICAN  
FURNITURE.**

**LANE, CRAWFORD & Co.** will Sell by  
Public Auction, on

### THURSDAY,

the 14th June, 1883, at Two O'CLOCK P.M., at  
the Residence of Mrs. SANDS "The Castle,"  
THE WHOLE OF HER

**ENGLISH AND AMERICAN MADE  
HOUSEHOLD FURNITURE,**

Comprising:—  
**MAHOGANY MARBLE-TOP TABLES,**  
**CRETONNE COVERED CHAIRS, MAHO-**  
**ANY MOROCCO COVERED COUCHES**  
**& CHAIRS, PLATED ORNOLU MOUNTED**  
**FENDER and FIRE IRONS, MIRRORS,**  
**DINING TABLE, MAHOGANY SIDE-**  
**BOARD, WHATNOT, CHAIRS, GLASS,**  
**CROCKERY and PLATED WARE.**

**A ROSEWOOD BED ROOM SUITE,**  
comprising:—  
**CARVED BEDSTEAD with SPRING and**  
**HORSE HAIR MATTRESSES, WARD-**  
**ROBE with MIRROR FRONT, BUREAU,**  
**WASHSTAND with MARBLE-TOP,**  
**IRON BEDSTEADES, CHEVAL GLASS,**  
**WARDROBES, &c.**

Also,  
**HANDSOME INDIAN CARPET,**  
**2 FINE OIL PAINTINGS by GEISER,**  
**1 PENDULUM CLOCK by MORICE, London.**

Catalogues will be issued, the Furniture on  
view from the AFTERNOON, of the 13th.

TERMS.—Cash.

**LANE, CRAWFORD & Co.,**  
Auctioneers.

Hongkong, 8th June, 1883. [449]

### PUBLIC AUCTION.

**THE** Undersigned has received instructions  
from **E. J. ACKROYD, Esq., Registrar, to**  
Sell by Public Auction, on

### FRIDAY,

the 15th day of June, 1883, at NOON, on board—  
**THE STEAMER "YOUTUNG"**  
of 286 Tons Register or thereabouts,  
And

**IMMEDIATELY AFTERWARDS, ON BOARD**  
**THE STEAMER "HONGKONG."**

The above STEAMERS will be Sold as they  
now lie in this Harbor with all their  
APPURTENANCES, TACKLE, AP-  
PAREL, &c.

**TERMS OF SALE.**—One-third of the Purchase  
money to be paid on the fall of the hammer,  
balance on completion of Transfer. The Vessels  
to be at Purchaser's risks on the fall of the  
hammer.

**J. M. ARMSTRONG,**  
Government Auctioneer.

Hongkong, 6th June, 1883. [439]

### PUBLIC AUCTION.

**THE** Undersigned has received instructions  
to Sell by Public Auction, on

### SATURDAY,

the 16th day of June, 1883, on board, at 3 P.M.,  
**THE BARQUE "ALVA,"** of 632 Tons Register,  
built of OAK and TEAK, Copper fastened,  
will be Sold with all her TACKLE, AP-  
PAREL, &c., as she now lies in this  
Harbour, in one Lot.

Chronometers, and the Europe and Manila  
Rope, an extra Set of New Sails, Bolts of Canvas,  
&c., will be Sold in separate Lots.

For Terms of Sale and Inventory, apply to  
**J. M. GUEDES,**  
Auctioneer.

Hongkong, 7th June, 1883. [441]

## Notices of Firms.

### NOTICE.

**MR. CARL F. STIEBEL** will hold Our  
Power of Attorney and Sign the Name  
of Our Firm from this date.

**DEETJEN & Co.**

Hongkong, 29th May, 1883. [416]

### NOTICE.

**MR. JEHN ROSSELET** is AUTHORIZED  
to Sign Our Name per procuration from  
this date.

**J. ULLMANN & Co.**

Hongkong, 16th May, 1883. [389]

### NOTICE.

**I HAVE** this day Established myself as  
MERCHANT & COMMISSION AGENT  
at this Port under the name of **PO SHUN**  
**YANG HONG 行洋順保**

**CHEONG QUAN SANG.**

**CAHOON YUKE STREET,**  
**街源音**

Canton, 1st June, 1883. [427]

### REQUIRED.

**A SINGLE MAN** without Encumbrances as  
STEWARDS for the ROYAL NAVAL SEA-  
MEN'S CLUB.

**SALARY \$1 PER DIEM.**  
Applications with testimonials to be sent to the

**HON. SECRETARY,**

**H.M. Naval Yard,**

Hongkong, 6th June, 1883. [438]

## Intimations.

### "NOVELTY STORE,"

MARINE HOUSE, QUEEN'S ROAD.

### JUST RECEIVED.

**A SMALL CONSIGNMENT OF MALTESE LACE AND SILVER FILIGREE WORK,**  
COMPRISING:—

White and Black Silk Trimming Lace.  
" Cotton Trimming Lace.  
" Silk Handkerchief Border.  
" Silk Circular and Square Doilies.  
" and Black Silk Fichu.  
" Silk Parasol Cover.  
" Cotton Parasol Cover.  
" Silk Veil and Scarf.  
" Silk Collar and Cuffs.  
" Silk Collar Breast Pendant.  
" Silk Collar Breast Pointed.  
" Cotton Collar Breast Pointed.  
" and Black Silk Necktie.  
" Silk Mittens.  
Silver Filigree Pendant, St. John's Cross & Crown.  
" Earrings to match the above.  
" Fancy Pendant.  
" Plain Chain Necklet.  
" Fancy Locket.  
" Fancy Bracelet.  
" Brooch (Love Knot).  
" (Marguarite).  
" (Shell).  
" (Circular).  
" (Fan).  
" (Lily).  
Earrings to match the above.

**AN INSPECTION IS RESPECTFULLY SOLICITED.**  
**ANY OF THE ABOVE ORDERED THROUGH THIS "STORE" WILL BE**  
**CHARGED FOR AT COST PRICE.**

**S. MEYERS,**  
MANAGER.

Hongkong, 11th June, 1883. [28]

### SAYLE & CO.'S SHOWROOMS.

## SAYLE & CO.

### NEW SPRING GOODS.

EX S.S. "GLENCOE."

EX S.S. "GLENOGLE."

### WHITE DRESS MATERIALS.

**CREAM DRESS MATERIALS.**

**NUNS' VEILINGS in every Color.**

**SUMMER BEIGES in every Color.**

**GALATEAS for Day's Washing Suits.**

**WHITE INDIA MUSLINS.**

**MULL CORD MUSLINS.**

**WHITE VICTORIA LAWNS.**

**BLACK and COLORED SUNSHADES.**

**LADIES' PATENT LEATHER SLIPPERS.**

**LADIES' & CHILDREN'S BOOTS & SHOES.**

New Patterns in POMPADOIR SATEENS.

Plain Colored SATEENS in every Shade.

FRENCH PERCALES in every Pattern.

Specialties in ZEPHYR CHECKS.

CANVAS CORSETS for Summer Wear.

SUMMER PAJAMAH FLANNELS.

Novelties in LADIES' SILK UMBRELLAS.

Trimmed & Untrimmed HATS & BONNETS.

A Choice Selection of FLOWERS.

OSTRICH TIPS & FLATS in Light Colours.

INKSTANDS in Great Variety.

### A LIBERAL DISCOUNT FOR CASH.

**SAYLE & CO.**

VICTORIA EXCHANGE, HONGKONG.

Hongkong, 4th April, 1883. [249]

## KELLY & WALSH

HAVE JUST ESTABLISHED ON THEIR PREMISES AT THE REAR OF THE STORE,

### PRINTING AND BOOK-BINDING OFFICE.

**THE PLANT** is quite new, the machinery being of the best and most recent construction,  
and the type, which has been selected with the greatest care, includes not  
only all the Standard Fonts, but an immense variety of styles in FANCY LETTERS  
and ORNAMENTATION.

### MERCANTILE PRINTING.

**UNDER** this head, we are prepared to execute Quickly and Cheaply all kinds of Book  
Work, Commercial Reports and Circulars, Bills of Lading, Shipping, Invoice, and  
Memorandum Forms, Letter Headings, Annual Statements and Reports, Telegraph  
Codes, Price Lists, Forms of Bills of Exchange, Receipts, Delivery and Godown Orders,  
&c., &c. We invite the fullest comparison of our Prices with those of other houses, whether  
in Hongkong or at Home.

### FANCY PRINTING.

**WE** intend to make a specialty of this class of work. Having a most extensive and  
varied assortment of Fancy Type, which will be maintained at the highest possible  
Standard of excellence, by the addition of the newest designs immediately they are issued  
from the leading English and American Foundries, we are in a position to produce first  
class work, and feel confident that our efforts in this direction will give satisfaction.

### GOLD, SILVER and COLOUR PRINTING.

**WILL RECEIVE PARTICULAR ATTENTION.**

**MENUS, BALL PROGRAMMES, INVITATIONS, VISITING CARDS,**  
**WEDDING, AT HOME, and LAWN TENNIS CARDS.**

### BOOK-BINDING.

**BOOKS** carefully bound in Morocco, Russia, Calf, Cloth, or in any required style.

Special terms quoted for binding the books of Club, Customs, or Private Libraries.  
Music bound in limp leather or cloth, and finished in the best style of workmanship.

### ACCOUNT BOOK MANUFACTURERS.

**ACCOUNT BOOKS** of every description, manufactured from Hand or Machine Made  
Paper, ruled and printed to any Pattern, however intricate, and strongly bound.

**CHIT BOOKS** of all kinds for Ladies, for Gentlemen, for Business, and for Official use.

All CHIT BOOKS purchased from our stock will be lettered free of charge.

The office is under experienced European management and subject to our constant  
personal supervision.

The Machinery at our command will enable us to undertake work of the cheapest  
kind, competing in this respect with the Chinese.

We shall at all times be glad to furnish Estimates.

### KELLY & WALSH—HONGKONG.

Hongkong, 5th June, 1883. [560]

## W. BREWER.

### HAS JUST LANDED.

### CIGARETTES:

**SWEET CAPORAL, CAPORAL, FULL CAPORAL, STRAIGHT CUT, SULTANA with**  
**ENAMELLED MOUTHPIECE.**

### NEW CIGARETTE TOBACCO.

**THE NEW PATENT CIGAR LIGHTER.**

**OF MRS. LANGTRY, COLORED and UNCOLORED.**

**NEW SEASIDE LIBRARY!**

**NEW GERMAN LIBRARY.**

**THE NEW PATENT AMERICAN AIR GUN.**

**GEMS OF ENGLISH SONG.**

**GEMS OF SCOTTISH SONG.**

**WORLD OF SONG.**

**GEMS OF THE DANCE.**

**WALDTEUFEL'S ALBUM.**

**MUSICAL FAVORITE.**

**NEW ENGINEERING BOOKS, AND A QUANTITY OF AMERICAN NOVELTIES**  
**NEVER BEFORE IMPORTED.**

**W. BREWER,**

QUEEN'S ROAD.

Hongkong, 31st May, 1883. [703]

**CHS. J. GAUPP & CO.**

**CHRONOMETER, WATCH, AND**

**JEWELLERS, SILVER-SMITHS, AND**

**OPTICIANS.**

**CHARTS and BOOKS.**

**NAUTICAL INSTRUMENTS.**

**SOLE AGENTS**  
for Louis Audemars' Watches; awarded the  
highest Prizes at every Exhibition; and  
for Voigtlander and Sohn's

**CELEBRATED OPERA GLASSES, MARINE**  
**GLASSES, and STROLOGERS.**

No. 25, QUEEN'S ROAD CENTRAL. [447]

### GUEDDES & CO.

**PRINTERS, STATIONERS, AND**

**BOOKBINDERS.**

**D'AGUILAR STREET.**

**EVERY KIND OF WORK EXECUTED WITH**  
**ACCURACY, NEATNESS, AND DESPATCH**  
**ON VERY MODERATE TERMS.**

**SELECTED MATERIALS FOR**

**MARKET REPORTS.**

Book-binding and Printing in every style executed  
at low rates. Workmanship Guaranteed.

Hongkong, 25th August, 1882. [4]

## Shipping.

### STEAMERS.

**FOR SINGAPORE, PENANG, AND**  
**CALCUTTA.**

**THE Steamship**

"JAPAN,"  
Captain T. S. Gardner, will be despatched for the  
above Ports, on THURSDAY, the 14th instant,  
at THREE P.M.

For Freight or Passage, apply to  
**DAVID SASSOON, SONS & Co.,**  
Agents.

Hongkong, 8th June, 1883. [445]

**FOR SYDNEY, MELBOURNE, AND**  
**ADELAIDE.**

(Via FOCHOW, and outside of NEW GUINEA),  
granting through Bills of Lading for other  
AUSTRALIAN and NEW ZEALAND PORTS.

**THE Steamship**

"OCEAN,"

Captain Brown, will be despatched on the 17th  
instant.



## Intimations.

A. S. WATSON &amp; CO.

FAMILY AND DISPENSING  
CHEMISTS,  
WHOLESALE AND RETAIL DRUGGISTS,  
DRUGGISTS' SUNDRYMEN,  
PERFUMERS,  
IMPORTERS AND EXPORTERSOF  
MANILA CIGARS,  
WINE AND SPIRIT MERCHANTS,  
AND  
MANUFACTURERS  
OF  
AERATED WATERS.THE HONGKONG DISPENSARY,  
ESTABLISHED A.D. 1841.THE SHANGHAI PHARMACY,  
24, NANKIN ROAD, SHANGHAI.BOTICA INGLESA,  
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOCHOW.

## MARRIAGE.

On the 11th instant, at St. John's Cathedral,  
by the Rev. W. Jennings, MAX, eldest son  
of Jules Scharrer, of Martburg, Germany, to  
ELIZABETH ANN, only daughter of Mr. Ho Amel,  
Director of the On Tai Insurance Co., &c., Hong-  
kong, late of Melbourne. [457]

## The Hongkong Telegraph

HONGKONG, MONDAY, JUNE 11, 1883.

In 1870 when M. EMILE OLLIVIER, Prime Minister of France under Napoleon III, announced the celebrated declaration of war against Germany, he confidently boasted that he entered into what he could hardly fail to know was certain to prove the most stupendous struggle of modern days, "with a light heart." The gay and volatile statesman had evidently underestimated the gigantic and almost impossible undertaking to which he had so rashly pledged the Empire; and the disastrous results which quickly attended the opening of the campaign led to the overthrow of the OLLIVIER Government on August 9th, 1870, causing the complete political effacement of its head, and leading to the formation of the Republic on the ruins of the Napoleonic autocracy, proved on what thoroughly unstable grounds the boasted confidence of M. OLLIVIER had been based. The "light heart" of the versatile Premier was the cause of many heavy hearts in France. There is something analogous in this fatal portion of M. OLLIVIER's history to a celebrated *l'été noir* in the career of one of our local politicians, who has in many respects apparently taken the French statesman as a model. The local politician we allude to is the Honourable FRANCIS BULKELEY JOHNSON; the *l'été noir* is his Tramway mania.

In introducing the Hongkong Tramways Bill at the meeting of the Legislative Council on the 26th ulto. Mr. BULKELEY JOHNSON informed the members that when he arrived in this Colony over two years ago, a most influential meeting of residents asked him to undertake the charge of a Tramways Bill for Hongkong. "I did so," says Mr. JOHNSON in the historic language of M. EMILE OLLIVIER, "with a light heart, quite unaware of the onerous task I had taken on myself; and I am bound to say that the delay which has occurred in passing this Bill is due, not so much to the hostility of any enemies it may have, as to the assiduous attentions of its well meaning friends." Although this statement of the honourable gentleman may appear a trifle paradoxical to those acquainted with the whole of the circumstances, it is probably very near the absolute truth. There can be no doubt that in the Franco-German struggle the French owed their repeated defeats almost as much to the assiduous attentions of well meaning friends as to the superior strength and discipline of the German legions—and many other important measures of reform besides our local tramway schemes have been frustrated in the same manner. In regard to the old Tramways Bill it may be asked—what well meaning friend must be held chiefly responsible for the opposition which caused its withdrawal? We fear there can only be one answer to that query. The entire management of the Bill, as the honourable member himself frankly admits, was entrusted to Mr. BULKELEY JOHNSON; he had supreme and autocratic powers vested in him to do whatever he considered advisable, and it is no secret that he used those powers most arbitrarily and to the fullest extent. For whatever failure, therefore, that attended the career of the former Bill, one well meaning friend is principally, nay, almost solely to blame—and that one well meaning friend is Mr. FRANCIS BULKELEY JOHNSON.

We have said that the honourable unofficial member has a mania for tramways. It would perhaps be more accurate to say

that he has a restless but perfectly laudable ambition to distinguish himself in carrying out all kinds of innovations and modern improvements. Mr. JOHNSON strove very hard, though unsuccessfully, to introduce tramways in Shanghai some years ago; it was therefore, perhaps not particularly singular that he should attempt to give life to his hobby in Hongkong. Although it has been our lot on several occasions to write disparagingly of the attempt to introduce a tramway system into this colony, we are staunch advocates of tramways where the surroundings are suitable. Our objections to Mr. JOHNSON's Tramways Bill have been based on the fact—now admitted by Mr. JOHNSON himself—that the narrowness of our streets renders the scheme totally impracticable under existing circumstances. We have further argued that the conditions of our local traffic present an almost insuperable obstacle to success. Remove these admitted drawbacks, make sensible provisions studying the interests of the general community, show the faintest possibility by reasonable reliable estimates that the affair will prove financially successful—in other words that it is a sound and not a bogus concern—and the Hongkong Tramways Bill will have no more ardent advocate and supporter than this journal.

As Mr. BULKELEY JOHNSON very truly expressed it—a tramway, if it is to be successful at all, must be an institution for the benefit of the whole community, and not for that of any special class. Beyond, however, affirming that, in his belief, along the whole line designated in the bill, the Company, by narrowing the width of the gauge, contracting their carriages, and regulating the rate of speed to meet the condition of our roads, would run their cars not only with great success and convenience to the public but with entire safety to passengers; Mr. BULKELEY JOHNSON has never yet demonstrated in any practical manner how a tramway system in Hongkong is to be an institution for the benefit of the whole community. A mere guess or speculation based on nothing excepting the worthy unofficial member's "belief" is hardly sufficient to satisfy a critical government or an exacting public. There is only one road in the whole of the Colony in any way suited for a tramway, and on which cars could run with any reasonable prospects of success. That road is the Praya Central which stretches in one continuous line from near Lap-sap-wan in the west to the City Hall, embracing in its route of about one mile in length, almost the whole of the commercial emporiums in the Colony. Eastward of the City Hall we are not acquainted with a single business house. There are a few godowns and an engineering establishment on Praya East, and away at East Point are the magnificent warehouses of Messrs. JARDINE, MATHESON, & Co., and the manufactory of the China Sugar Refinery under the management of the same firm. As we are at present situated it appears that a line could only be laid on Praya Central, a distance of about one mile, but even there the road is so narrow and the traffic of such a character that the attempt to run tramways would inevitably result in total failure. It was originally proposed to run the cars out to Causeway Bay, but as the place is a dreary swamp with only some half dozen Chinese huts on the adjacent Shau-ki-wan Road, under existing circumstances the attempt would be the height of folly.

The Tramways Bill as proposed—it has been passed through all its stages in the Legislative Council—is a mere farce, and nobody knows that better than Mr. BULKELEY JOHNSON. The latter portion of his speech to the Council proves the truth of this assertion. The honourable member concluded with the following extraordinary remarks—"But, Sir, before the sanction of His Majesty's Government is finally given to this Bill, I hope that the energetic action of the Department of Public Works under your Excellency's Government will have arranged it that a widened and continuous Praya will run along the entire length of this fair city and that before the promoters come to make this Bill effective, they will have a commodious and convenient highway on which to run the tramway. I have every confidence in submitting this Bill to the Council. It will be a measure of great public advantage, and will promote the industrial prosperity of the colony. I beg to move the first reading of the Tramways Ordinance." If the promoters of the Hongkong tramways are contented to wait before they make their Bill effective until "a widened and continuous Praya runs along the entire length of this fair city" and until they "have a commodious and convenient highway on which to run the tramway" there will be no cars running in this Colony for the next century at least, and probably for that distant period the prospect will be as hopeless as it is at the present day. If the city could be entirely remodelled, and re-built with streets twice or thrice their present width, and the Artillery Barracks, Naval Yard Establishment and Ordnance Store Dept transplanted to Kow-

loon, the other physical difficulties could easily be overcome, although financial success would still be doubtful; but as these alterations and improvements—for they would unquestionably be improvements—are simply impracticable on one side and impossible on the other, the Tramways Bill is a hopeless measure. Mr. EMILE OLLIVIER entered into the Franco-German war, and Mr. BULKELEY JOHNSON undertook to introduce tramway cars into Hongkong—each with a light heart. The two enterprises were vastly different; but the practical results, in each instance inevitable from the first, were the same. Both M. EMILE OLLIVIER and Mr. BULKELEY JOHNSON pledged themselves to perform impossibilities, and both met ignominious failure—the one completely effacing himself from the stage of modern politics, whilst the other seeks refuge in the vain indulgence of Quixotic hopes which are essentially characteristic and Utopian, and far removed from the bounds of possibility. Both these gentlemen perhaps find consolation in Seneca's well-known reference to great geniuses:—*Nullum in magnis ingenium sine mixtura demetit.*

## TELEGRAMS.

LONDON, June 8th.

THE ASCOT GOLD CUP.  
M. Lefevre's ch. h. Triton, by Hermit out of Thrift, 5 yrs. (Fordham)  
Lord Falkmouth's ch. f. Dutch Oven, by Dutch Skater out of Cantinella, 4 yrs. (Archibald)  
Lord Ellesmere's ch. h. Wallenstein, by Waverley out of Lady Wallenstein, 6 yrs. (Webb)

## LOCAL AND GENERAL.

H.M.S. *Daring*, Commander F. J. Elliott, arrived at Shanghai from Kobe on the 5th instant.

THE visitors to the City Hall Museum for the week ended June 10th, were—European 189, Chinese 1,901; total 2,090.

WHILE France and Germany persecute the American pig, Sweden is manifesting a similar aversion to the American potato, and proposes to restrict its importation.

THE *North China Advertiser*, a new Shanghai morning daily, to be published in conjunction with the *Courier and Celestial Empire*, was issued for the first time on the 4th instant. We have not yet seen a copy of the new publication.

ACCORDING to the *Courier* of the 6th instant, H.E.M.'s flagship *Andacouit*, with Admiral Wilson on board, goes direct from Chinkiang to Chefoo. The despatch-vessel *Vigilant* will come to Shanghai for despatches, and then go to Chefoo.

THE Shanghai *Mercury* has invented a new name for Herr Von Trompetblower, the only living tragedian. In a notice of the first performance of the *Maestros Minstrels* in Shanghai, Daniel Edwards is alluded to as "the classic Bandmann." *Sydney Bulletin* please note.

A LONDON paper says the new "divided skirt" is a compromise between the Ottoman "shintyas," the Moorish "daboudou" and the Japanese "hakama" costume. This is valuable information for which people have yearned with a mighty yearning for a long time past. We knew it all along.

At the meeting of the Women's Suffrage Association on evening, one of the speakers said: "We come armed with a knowledge of the past." This is terrible. Every man knows that when his wife comes to him armed with a knowledge of the past, he has got to do some pretty tall lying to make that past seem all right.

In an important criminal case in Louisville, the Court (Judge Jackson) said: "The mere fact that a man has read newspaper accounts of this matter and received certain impressions, does not render him incompetent to sit as a juror. I do not intend to exclude intelligence from the jury box." We should like to have Judge Jackson's candid opinion of that wonderful absurdity, the English Libel Act.

O'DONOVAN ROSA says Herr Most is a little Dutch coward who would not dare kill a mosquito, and Herr Most says O'Donovan Rosa is an Irish blatherer who would run from anything that did not look like Irish whiskey. Rosa has started for Philadelphia to kill Most, and is reported that Most has started for New York to kill Rosa. Further particulars will be availed with interest.

The sick man's face became suddenly illumined with heavenly radiance; an unwonted light beamed from his eyes, and he moved his lips as if he would speak. His tearful wife bent down her ear to hear the last words that should pass those lips which were so soon to be still forever. In a faint whisper, but yet full of joy and peace and hope, the dying man murmured, "I die happy; I shall escape the house-cleaning!" Then all was still. His spirit had fled.

THE Peak Church will be opened for Divine Service on Sunday next, the 17th instant, at 5.30 p.m., by the Right Rev. Bishop BARNES. At a meeting of the Committee of this Church, on Friday last it was decided that Church of England Services shall be held during the summer on the 1st and 3rd Sundays of the month and nonconformist services on the 4th Sunday. The hour believed to be most convenient to all will be, as above, at 5.30 p.m. On the 4th Sunday of this month, the Holy Communion will be administered according to the form of the Church of England, at 8 o'clock. As there is a considerable debt on the building, and other expenses must yet be incurred in adding to the efficiency of the Church, there will be a collection of the *Church Service*.

THE remanded case in which Tsai Aki, a servant in the employ of F. Glover, sergeant at the Naval Yard, was charged on suspicion of stealing articles to the value of \$12, again came before the court to-day when Captain Thomsett sent the enterprising domestic to a 6 months' spell of hard labor in the model shop as a just reward for his selfish propensities.

THE *Scientific American* says that a non-conductor of electricity has yet to be found, for all substances hitherto discovered are conductors to the force under certain known conditions, but those which offer a greater resistance to it serve the purposes of non-conductors in practice, although they may be all classed as good or bad conductors. The best conductor known at present is silver, the worst is solid paraffin.

We feel quite overpowered, and so no doubt will our readers after perusing the following thrilling paragraph, which we extract from the Shanghai *Mercury* of the 4th inst.—"Tongking is the English way of spelling the country to the South of China which is the cause of the present difficulties, and Tonquin the French. The two words are the phonetic way of spelling the word in each language. It is absurd therefore for an English journal to write Tonquin, which does not give the same pronunciation as it does in French, in which language its pronunciation is very close to that of Tongking in English."

THE famous chemist, M. Raoul Pictet, is trying his hand at steamboats. In the way of getting more speed with the same outlay of power, by building a bottom that is parabolic in form, lengthwise. Transversely the bottom is nearly straight and the sides vertical. A keel reaching from about the middle incloses a screw shaft. The advantages of this curious plan do not appear until the vessel is in motion, when it rises out of the water, thus decreasing friction and increasing the speed. At an experiment on Lake Geneva, with a steamboat sixty-seven feet long and thirteen wide, it was found that an economy of one-half is realized. Evidently, however, the rocking-chair arrangement must be very disagreeable to passengers, and what is gained in time is lost in comfort.

It was rumored in Shanghai a few days ago that one of the Chinese war vessels of the Pei Yang squadron, under the command of General Ting Ju-chang, of Corean celebrity, had been ordered to proceed to Canton en route for Annam. That there was some truth in this rumour was proved yesterday by the arrival in Hongkong harbour of the Chinese corvette *Wei Yuen*, direct from Wei Hai Wei and Shanghai, with the redoubtable Ting on board. After the *Wei Yuen* had saluted the port General Ting immediately went on board the Chinese gunboat *Pai Yuen*, which had previously arrived, for the purpose of paying his respects to General Woo, commander-in-chief of the Chinese forces in the south. We understand that Ting will assume the command of the Canton squadron, which is expected to be strongly reinforced from the north, whilst Woo proceeds to active service elsewhere. The *Wei Yuen* and *Pai Yuen* are under orders to proceed to a place called Tai Ping near Tiger Island, and will leave at daylight to-morrow.

THE present position of the medical profession is easily defined. Medical practitioners in England—and also in this colony—in point of law were placed on a new footing in many respects only a few years ago. The late statute (21 and 22 Vic. c.90), and later ones, gave the body of medical practitioners powers of self-government, so far as regards qualifications and training. All duly qualified persons (in England) are now registered, and the register is published, though it is not in strict law compulsory on practitioners to register themselves, the only disadvantage being that those who are not registered cannot fill certain offices and cannot sue for their fees. Before the late acts, physicians were on the same footing as barbers, and could not sue for their fees, these being considered an honorarium which ought to be paid beforehand, and at all events were not a legal debt. But the act remedies this defect as regards qualified registered practitioners. Another enactment of the recent statute, which was intended to put down quacks, but which is still found to be capable of evasion to some extent, was the giving of power to justices of the peace to punish with a fine of £20 or imprisonment those who falsely pretend to be, or take, or use the name or title of a physician, doctor of medicine, licentiate in medicine or surgery, bachelor of medicine, surgeon, general practitioner or apothecary.

SU AWING, a cook, fired Mr. Wodehouse this morning on a charge of stealing a silver chain valued at \$2 and money to the amount of \$10, yesterday. Ng Kan Tsai, the son of a blacksmith in Second Street, stated that he was 9 years of age. The defendant is a cook employed by his father. This morning between 7 and 8 o'clock he was standing in the doorway when he saw the cook take down a silver chain attached to a tooth brush from a wall in the kitchen, and put it in his pocket. The cook then entered his father's bed chamber and there took a parcel of money from close to where his father was lying asleep. His mother was at the time in the kitchen. On the cook going downstairs he roused his father when he ran after the thief and had him arrested. Ng Wing-tai stated that the defendant had been in his employment for five days. On Saturday last Mr. Su said he was going to leave, but remained in the premises till this morning. He was roused by his son who told him of the theft. He then went down to the Canton steamer wharf where he saw the absconding cook and had him given into custody. He has lost the run of the silver chain and \$10 in money which were in his bed. The servant knew the money was there as he was a general servant and had access to every part of the house. He got the pawn ticket for the chain from the defendant. Mr. Su stated in his defence that he did not take the money, but that he took the silver chain which he placed in charge of "mine uncle." His worship sent the dishonest culinary artist to six weeks' hard labor in the "abode of bliss."

LEONARD DUCHER and Jao Lemaing, of France, firemen on board the steamship *Arcelon*, faced Mr. Wodehouse this morning on a charge of being absent from their ship last Saturday without leave. Defendants admitted the charge and were sent on board their packet.

A HARDER and wig-maker in Paris, years ago, had for a sign a picture of the death of Absalom, followed by the lines—

"O Absalom, O Absalom,  
If thou hadst worn a perwig  
Thou hadst not been undone."

## PIRACY IN CHINESE WATERS.

At the Police Court this morning Tai Aai, described as a carpenter, was charged with being concerned in an act of piracy on the 2nd ultimo. Lo Kin Min, master of the *Kwong Shin Li* Chinese junk, stated that he left Hoifong (a place situated beyond Mrs. Bay) on the 1st ulto, with a cargo of 228 pigs and 10 baskets of eggs, also two passengers, bound for Hongkong. His crew consisted of seven persons all told. The capacity of the junk is about 600 piculs. When they were abreast of Poi Toi O at 4 p.m. on May 2nd a large junk bore down on them, and they were hailed by the people on board, who shouted that they must stop as they were Chinese Customs officers and wished to come on board. They did not stop as the junk did not fly the dragon flag, but a flag with two Chinese characters signifying "pirate." Their junk was going at a slow rate and the men in the strange craft opened fire on them with sixmuskets upon which they hailed, and were at once boarded by ten men, amongst whom was the defendant. They were armed with revolvers and swords. The crew were all ordered into the hold, where they remained until 8 o'clock when the vessel anchored; they were then ordered to go on board the other junk which was lying along side. He noticed that they were all thorough portsmen, and in the interests of sport will no doubt get at least a couple of "weaters of the green." The defendant Mac Onidodda has unfortunately sold the aged Nebuchadnezzar; but I hear he has a fairly good pony called Melchisedek (correct spelling not guaranteed) which is warranted to gallop, jump, trot, and climb up a greasy pole. This is the sort of mule for a "Sky" meeting, so the green and gold colours, which Cock Robin bore to glorious victory, are likely to make a grand and occasional display. The Clerk of the course has the spotted Too-too, a very fast animal that was once within a length of winning the Shanghai Griffin, and which, notwithstanding his sluggish disposition, should prove dangerous both in galloping and trotting. Mr. Van Amstel will have a capital representative in the powerful *Aldric*, winner of the Victoria Plate in 1882, and I think there are at least three other ponies in the Ewo stables that possess the gift of going. Malarindo is in the service of the Major of Macao; but as he is making an exceedingly indifferent cavalry charger, Mr. Loureiro could very easily get the black to carry the blue and white ensign of fair Lusitania. Our well known *Macao* "sport" might send Little Warlock over to avenge the defeats of last February; if he does, the bonny little chestnut will avenge his defeats at the Spring Meeting, and prove that when properly trained and ridden he can both stay and go fast.

## SPORTING GOSSIP.

It is to be hoped the decision arrived at on Thursday last, that a "Sky" Race Meeting be held at the end of October, will give an impetus to sport in Hongkong. Considering that this departure from the beaten track has not met with the unanimous and general approval which was anticipated, nor been hailed with the wild enthusiasm which on other places in the world excepting this somewhat colony would have been a prominent feature in such a thoroughly sporting proposal, it would be decidedly unwise to indulge in any rosy predictions as to the affair being brought to a successful issue, at least until the preliminaries and general arrangements have been placed on a far more substantial basis than they can be said to occupy at present. The ingredients for a form two half days excellent sport on the racetrack in the Autumn are ready to hand, and the support of the outside public so far as the slowness of war are concerned may be confidently relied on; but even with these important advantages, nothing satisfactory can be done without an efficient committee of management and the hearty co-operation of the purely sporting element of our community. Judging from the attendance and proceedings at Thursday's meeting these last named requisites form the difficulties of the position.

The attendance at the meeting convened by Mr. Tripp was not numerous, neither was it particularly influential from a sporting point of view, nor so thoroughly representative as one could have desired. Messrs. McCulloch, Fraser-Smith, Guedes, and the worthy C. C. were the only owners, and Messrs. Aubert, Essex and Coxon the only jockeys. The military element was conspicuous by its absence. It must be admitted that to anyone who has been accustomed to the admirable management of racing and athletic sports in England, the primitive method of carrying on the business of public meetings customary in Hongkong in connection with such institutions is not calculated to inspire one with a favorable impression of the administrative capacity of our leading lights, but rather the contrary. This primitive method, or perhaps it would be more correct to say, want of method, is conspicuous even at many of the meetings of our joint stock companies, and it was painfully evident at the proceedings last Thursday. Three statements are given by the fact, that beyond passing a resolution that a "Sky" meeting should be held, absolutely nothing definite was accomplished.

As it had been ascertained for a positive certainty that the proposal to hold "Sky" Races in October would be adopted, I think that half a dozen influential sportsmen should have been previously solicited to allow themselves to be nominated as a managing committee. (Fulls had not been done, and when the necessity of appointing a committee was suggested, nobody was in a position to say who would or would not undertake the onerous duties.) The Chairman on the spur of the moment made up a list of gentlemen he imagined would do very well for the committee, but on second thoughts very discreetly refrained from submitting it to the meeting. As the success of the undertaking mainly depends upon the management, it was a wise measure to adjourn the meeting so that steps could be taken to secure the services of a body of gentlemen willing to devote their time and attention to drawing out a programme, soliciting subscriptions, encouraging young sportsmen in every possible way, and carrying out all other necessary arrangements. Besides, apart from all this, the list made out by the Chairman was anything but satisfactory, seeing that out of the half dozen gentlemen named only one has ever been in any way associated with Hongkong racing, and he is now as good as dead. A body of gentlemen, therefore, and at least three of the number know nothing whatever about racing, and are not sporting men in any sense of the word. The committee ought to be composed principally of our local supporters of racing, persons of race, ponies, who know something of

sport and of racing management, and whose exertions and support are likely to conduce to the success of the undertaking.

The suggestion that athletic sports should form part of the programme is not, in my way of thinking, a happy one. Not that I see any particular objections to having a tug-of-war, and two or three foot races, but simply because a complete and most attractive bill of fare for two days' meeting can be arranged without having recourse to athletics. Before considering the programme question let us see what resources in the shape of ponies are available. We shall then be able to form something like a reliable estimate to guide us in shaping the various events.

In point of numbers the strongest supporter of the "Sky" races will most probably be Mr. F. S. Gordon, who has quite an array of available material in his "Hospital" at Robinson Road. Quality may be sadly lacking in this contingent, but for the kind of racing proposed quality does not happen to be a *virtu de non*, and quite as good sport can be obtained with ancient "crocks" as with high class cattle. Mr. Gordon has the veterans Healer Bell, Infatuation, Dauntless, and Robble Burns, besides such later aspirants for a niche in the racing temple of fame as Cutty Sark and Darnley, so that in every department of the game, on the flat, across country, and on the trotting track, the "primrose and blue" should be powerfully represented. That game old sport, Mr. W. M. Morgan, will be well to the fore with that good stay horse, (third for the Keelson Cup at our last meeting), the sturdy Fough-a-ballagh (winner of the Opal Cup) and the shapely Domino Noir, whilst the once highly thought-of Blunder Blas, in the same stable, should carry Mr. Bromhead's light blue jacket prominently among the duffers.

Mr. Paul has nothing in Hongkong at the present time, but as this levitation of the Far East has about three dozen ponies in training in Shanghai, he could easily obtain two or three fourth raters to carry his popular yellow banner. Ambassador and Trump are rather too good for a "Sky" meeting, but Mr. St. Vincent, a thorough portsmen, and in the interests of sport will no doubt get at least a couple of "weaters of the green." The dauntless Mac Onidodda has unfortunately sold the aged Nebuchadnezzar; but I hear he has a fairly good pony called Melchisedek (correct spelling not guaranteed) which is warranted to gallop, jump, trot, and climb up a greasy pole. This is the sort of mule for a "Sky" meeting, so the green and gold colours, which Cock Robin bore to glorious victory, are likely to make a grand and occasional display. The Clerk of the course has the spotted Too-too, a very fast animal that was once within a length of winning the Shanghai Griffin, and which, notwithstanding his sluggish disposition, should prove dangerous both in galloping and trotting. Mr. Van Amstel will have a capital representative in the powerful *Aldric*, winner of the Victoria Plate in 1882, and I think there are at least three other ponies in the Ewo stables that possess the gift of going. Malarindo is in the service of the Major of Macao; but as he is making an exceedingly indifferent cavalry charger, Mr. Loureiro could very easily get the black to carry the blue and white ensign of fair Lusitania. Our well known *Macao* "sport" might send Little Warlock over to avenge the defeats of last February; if he does, the bonny little chestnut will avenge his defeats at the Spring Meeting, and prove that when properly trained and ridden he can both stay and go fast.

There are several of last year's subscription griffins in the Colony eligible for the "sky" The classically named Bigger is looking in fine fettle, and he certainly carries His Excellency's smart title—who is a bruiser across country I hear—in irrefragable style. The other whilom military runner, Silverstreak, is a regular athlete at the race course, and although his present owner is a welter weight and therefore unable to make a show in races riding, he is a good all round "sport" and would no doubt find a new aspirant to steer the spotted one between the flags. I often meet Gil Blas in the Queen's Road, and the handsome Bathwell, easy winner of the Cathay Cup and certain victor in both Valley Stakes and German Cup but for being badly trained and worse ridden, in good hands could make sure of at least one race. Another winner, Skeddadler, is doing good service in a sharebroker's trap, better training for a China pony could not possibly be desired—and although a poor trotter, this well shaped white can gallop fast, and stays well. The white faced chestnut Red Herring, is a very useful nag, and there is another white faced chestnut the cream colored Lady, which once distinguished himself by jumping down a fifteen feet wall into the Robinson Road; and is now the property of a distinguished member of the Hongkong (not the Hotel) bar—a very dangerous member where there are any obstacles to negotiate. There are probably a few other ponies in the colony that would take their chance; but those I have named are sufficiently numerous to provide capital sport, if the affair is properly handled.

The programme should present few difficulties. Prices of sufficient value for a dozen races could easily be obtained, if necessary, by going over to the Government and asking for a few hacks, owned and ridden by Hongkong residents, would bring a large field to the post and produce good sport. Conditions as to entrance fees, distance, etc., could be arranged afterwards, but it would be desirable to make certain stipulations, such as, for instance, that the ponies eligible must be the *bona fide* property of Hongkong residents, and regularly backed in the colony for two months prior to the date of entry. A *long* and *short* race, and a *steeple chase* would be a novelty. I have heard it suggested that the ponies would have to first against time as they would not run in company. This is surely an erroneous idea; giving training nearly the whole of the work of a horse, so that with heat of day three or four, some very exciting sport would result. Of course the usual rules in regard to steeple chases would have to be enforced. A couple of steeple chases would give fine entries, and there is another interesting suggestion, that a *steeple chase* should be held at Hongkong, with the proceeds to be given to the *poor*. This is a very reasonable suggestion, but to make the prohibitive, or selling clause comprehensive it should be stated that the winner is intended to be sold for 1500 *taels* realized over that amount at public auction to be the property of the second pony. A prize for a *steeple chase* (handicap) will certainly be a very interesting and a competition on a small scale might be arranged.

There are no difficulties in the way which cannot be overcome, and if a *sky* meeting is to be a thorough success its promoters will have to put their shoulders to the wheel and work with a will to secure the support of the community at large, and also, and more particularly, of the sporting element. The object in view is a most admirable one, and whatever support can be given to Mr. Tripp and his coadjutors will be gladly forthcoming. An Old Sportsman.  
—Hongkong, June 10th 1883.



## SHANGHAI.

H. E. Pan Tsu-yin, Vice-Chancellor to the Lord of War, with his family, arrived here yesterday, June 3rd, in the steamer *Fungshun*, a business with Li Hung-chang.

The Ocean S. S. Co.'s steamer *Stenor* went into the Old Dock today to ascertain the extent of damage she received through striking a rock near Hongkong. She was checked into dock with a wire rope, this being the first time such an appliance has been used. The experiment was considered highly satisfactory.

The steamer *Massala* which we announced as being ashore a few miles below Hankow, has been got safely afloat, and has proceeded on her journey. The *Shanghai* offered to stand by and endeavour to get her off for Tls. 10,000, but this was declined by the Captain, who evidently looked on his position with much complacency. Seeing that the steamer could not be got off without help, the *Shanghai* was retained, but after working the stipulated 24 hours the *Massala* was left to her fate. The *Kiangfoo*, a much more powerful steamer, was then brought into requisition, and she left Hankow at nine o'clock on Thursday morning, and commenced work by taking out close on 5,000 packages of tea. The *Massala* then pumped out 200 tons of water ballast, and at four the same afternoon she was safely got afloat. The next duty was to re-tran-shipment the tea, and this was done before 9 o'clock the same evening, when the *Kiangfoo* returned to Hankow and took in cargo for Shanghai.

The *Baikal*, Russian steamer, which left Hankow on the 2nd and arrived here today, the 5th inst., states that the *Gauche* and *Albatros* were flying the Blue Peter when she left. She also passed the *Cairnsmuir* at anchor 5 miles above the North Tree. The Russian steamer *Kostrom* was passed proceeding up the river. The British squadron were at anchor at Chinkiang when the *Baikal* passed down. The *Baikal* has 100 tons of tea on board. She will here take in some further consignments of tea, and will then proceed to Nicolaiefsk and intermediate ports. The *Baikal* is the pioneer of a new line that is to be established between the port of Shanghai and Nicolaiefsk. On the trip up river will be only two ports of call, namely, Nagasaki and Vladivostok. On the return journey, however, the ports of St. Olga, Korsakoff, Port Imperial, and Douay, will be touched at. The rates of passage, from a glance at a schedule handed to us, seem very moderate, and no doubt will supply a long felt want of direct communication with Russian ports in the north—*Mercury*.

The *Taiwo* passed Admiral Willes, on board one of the British men-of-war between Chinkiang and Nanking, bound up river.

The steamer *Stenor*, went into the Old Dock this afternoon, June 4th. It was found that she had one of the blades of her propeller off and also a small hole in her side. The accident occurred in a dense fog off the Taichow Islands.

On Saturday last, Li Hung-chang called on the Russian, English, Japanese, American, German and Austro-Hungarian Consuls, in the French Consulate, and this morning he called on the French Consul. Mr. Kien-tung acts as French interpreter, and Mr. Ng-choy as English interpreter, for his Excellency.

It is rumored that Tso Tsung-tang, Viceroy of the Two Kiang, is coming to Shanghai. With Li Hung-chang and Pan Tsu-yin here already, if Tso comes too, we shall have the three greatest men in China here to direct the operations in what appears now to be inevitable—a war with France and China.

A disturbance took place last evening at Li Hung-chang's quarters in Kiangling Road, which might have led to a serious riot. It appears that his Excellency's soldiers have been in the habit of firing salutes in the room from small cannon at different times of the day. They had been warned by the police not to do this, but still persisted in the practice. Sergt. Smith, who was on duty last evening, placed his foot on the gun just as a man was about to fire it, and for so doing was somewhat roughly handled by one or two of Li's body guard. Just at this moment Dr. Little, who lives in Kiangling Road, and who was known to have made complaints against the continual firing, came up and was assaulted by the soldiers. Something like a general affair then ensued, and had it not been for the timely assistance of a reinforcement of police and the presence of some men-of-war's men, who happened to be in the street at the time, and who seconded the efforts of the police, there might have been serious consequences. As it was, order was quickly restored and in the space of about half an hour the crowd of Chinese who had assembled to witness the conflict were quickly dispersed. Mr. Penfold was present, and subsequently had an interview with some members of the Li suite, with the result that firing salutes will be temporarily suspended until some arrangement shall have been come to with the Municipal authorities. With the exception of a few bruises, Sergt. Smith and the gentleman above referred to escaped unhurt.—*Courier*.

## NOTES ON THE GEOLOGY AND PHYSICAL GEOGRAPHY OF NORTH BORNEO.

The territory of the British North Borneo Co. extends from Kinau to the N.W. corner of Borneo to Sibuku River, a deg. N. lat. on the East coast, the whole extending nearly 600 miles. This coast line is indented by several noble bays on the N.E. and E. coasts, the principal being Marudu Bay in which is situated Kudat Harbour and town, the Governor at present resides here. Labuk Bay, and Sandakan Harbour on the N.E. coast, on the Government side of which is situated the city of Elopua, situated on the river of Shiam. Of the places named Elopua will undoubtedly be the most important, from its noble harbour, which can scarcely be surpassed, and into which numerous and great rivers coming from the heart of the country discharge themselves, thereby affording water communication with immense tracts of inland territory. The seat of Government is likely to be at Elopua in the future. Kudat can scarcely hope ever to compete with Elopua, although Marudu Bay is a very fine stretch of water, and many extensive rivers discharge themselves into it, still, they do not tap the country like the Great Kinauayan River which is navigable for steam launches for 200 miles, with its many tributaries, one of which, Koun Koun River, seems to take its rise in one of the spurs on the south of the vast mountain of Kinau. The future prospects of Elopua, where the Government have established an experimental Botanic Garden, will be greatly advanced when a roadway is formed from that place to Sandakan Harbour, thereby avoiding the long sea route between the two places.

The interior of Borneo is composed probably of the metamorphic rock Gneiss, although Mr. St. John in his work on Borneo describes the mountain Kinau as being formed of granite. He never admits that his knowledge of Geology is limited, and indeed his mistake is not to be wondered at, except as to Gneiss, as to the igneous rock does not stand out alone as this great mountain does. Along the sea-board and for a considerable distance inland the formation is tertiary and recent; it is not likely that the precious metals to any great extent exist in this

territory, but coal, iron, antimony and galena are known to be there in considerable quantities. Coal beds (of lignite) and oil springs appear at the Sekuti River about 20 miles west of Kudat, and no doubt when further explorations are made coal will be found in many other places. Indeed the true coal measures certainly exist, as the explorers of the Government frequently describe the association rock in their journals, and sand-stones and shales are referred to repeatedly.

The coast line is very irregular, the land for a considerable distance inland being low, and is bordered by many islands, some with high peaks such as Banguay, north of Maluda Bay, where a Gneiss peak on the N.W. rises to a height of 1,500 feet. This island is divided from the mainland to the east of Maluda Bay by a passage ten miles wide, which is not however, considered safe for any large vessels; these have consequently to anchor to the north of Balambangan and Languey Islands when proceeding eastward. Balambangan Island lies about six miles to the West of Banguay; it is low lying but densely wooded. The late East Indian Company formed a settlement here in the latter part of the last century, but the place was attacked by the Bornean pirates, when the soldiers and servants of the Company were massacred. The Sultan of Sulu has some of the iron guns taken at the time mounted at present in his forts in the island of Sulu. Languey is a considerable island containing about 150,000 acres; in shape it is roughly trapezoid, the Gneiss peak in the N. W. descends southerly and easterly and is covered at its base by the tertiary clays and other deposit of a more recent date, similar to those on the mainland to the south, of which it formerly formed a portion; but by subsidence it is now separated by a shallow channel along which are scattered many coral reefs and shoals. The soil is most fertile and the island almost entirely covered by jungle; the trees are magnificent and ought to be valuable, as the water at no place is any great distance, thus rendering transport easy.

Mount Kinau Balambangan to the highest point, in Borneo, it certainly is in N. Borneo, (it is stated there is a mountain quite as high, some say higher, to the S.E. in the Dutch territory) and has an altitude of 13,693 feet. The axis of the mountain lies in a general direction E. and W.; it is steeply scarped on the N. S. & W. sides and on the N.E. it is described as being a sheer precipice. It has a jagged, serrated top of about two miles long which inclines to the E. (the only way to an ascent can be made), by a sharp slope until the 1,000 feet contour is reached, after which it continues for a distance of 10 miles when it dies away into the table land at the base; considerable spurs are given off from the south side from which some of the principal rivers in North Borneo take their source.

The Gneissic region of North Borneo bears a most luxuriant growth of primeval forest, and experts say the soil is particularly good for the cultivation and growth of tobacco, sugar, coffee and indeed all other products of a tropical climate. The country has the advantage of being outside the regions of typhoons, even high winds are extremely rare, and as the rains are frequent and heavy the products of the soil are safe from atmospheric disturbance and are nourished by sufficient moisture. Volcanoes (active) do not exist in any part of the island, and earthquakes, that fearful terror of many other islands of the Malay Archipelago and the Philippines, are unknown. From all these considerations it is doubtful whether in any other portion of the tropic such favourable conditions exist for the growth of the products named—certainly no place more so, as the topography and virgin soil over vast regions cannot be surpassed for the purpose.

North Borneo has been subjected to many series of elevation and depression since it, along with the other islands in the Malay Peninsula, formed a portion of the mainland of the continent of Asia; this can be readily perceived by observing the sea shore to the N.W. of Kudat where the coral, which formerly existed in the bottom of the sea, has been upheaved and now forms a low, indurated rock with sparry veins and is used for burning into lime. At present there is a subsidence which may be seen in the spit of land which runs from the west half way across Kudat Harbour and where the semi-arid roots of the mangrove are exposed at low water, the hardy tree having itself perished; again at the west entrance to Sandakan Harbour are high rocky islands, composed of folded and convoluted rocks of the tertiary period highly decomposed and of a dirty yellowish and greenish colour, on the almost perpendicularly scarped eastern side of which grow lichens and creeping plants, the other portions being covered with luxuriant virgin forest trees and undergrowth; this latter is also the case along the west-side of the harbour where the town of Elopua is to be situated; but the upper formation is a soft undurated sand-stone, which holds in its porous substance, even where scarped and exposed, an unusual quantity of water, from which arises springs in abundance, supplying the place with pure fresh water. On the opposite side of the harbour and along the eastern coast towards Darvel Bay the shores are low and many large rivers debouch at these places, bringing down immense quantities of mud and silt; the shores are bordered with mangrove swamps, between which and the jungle—the latter growing in all cases down to high water mark—is a considerable belt of Nipa palm, the water being muddy and turbid and, except where the rivers embouch, shallow, in strong contrast with that in the interior of the harbour where it is clear and bright, the tide rising about nine feet.

The growth of the coral is very rapid and abundant and no sight can be conceived more beautiful than the exquisite gardens of the most varied colours and forms of these numerous madreporae seen through the clear water often at a depth of many fathoms as plainly as if placed at one's feet.

Any description of Borneo would be incomplete without a description of the celebrated mountain Kinau, considered sacred by the natives, and geologists have already begun to its height and geological formation, the first European to attempt to ascend it was Mr. (now Sir) Hugh Low, sometime about 1873, on this occasion he reached to what he estimated as being about 300 feet from the highest point; at about 8,000 to 9,000 feet he discovered the glorious pitcher plants *Nepenthes Rajah*, *N. Lowii* and others. Nature has brought forth its choicest resources in the creation of these most wonderful plants, the zone of growth of which ceases at 10,000 feet. The mountain was again ascended in 1878 by Mr. St. John, at the time British Consul General at Brunei, who succeeded in reaching the highest summit. Mr. St. John was accompanied by Mr. Low, but the latter's feet becoming sore from walking bare-footed over the sharp rocks, their boots having been completely cut and worn through by the angular Gneissic rocks, he was not able to accompany Mr. St. John the whole way. On another occasion Mr. St. John also succeeded in reaching the highest point, in 1879; the mountain was again ascended by Mr. St. John, this time on a geological expedition, and accompanied by Mr. Bates, Velch on the second. As, however, Mr. Bates' object was to collect botanical specimens for Kew gardens, he merely ascended to a spur at the height of 10,700 feet; the highest point reached, where his special mission was completed; he describes the climate at that height as being "bitter cold." Mr. St. John says he experienced a very cold wind, accompanied with driving sleet on the summit, snow fell there, appears not to remain undissolved even at the

highest point. Mr. Thos. Lobb attempted the ascent in 1886, but was turned back by the natives. Kinau is mostly enveloped in dense clouds during the day, the day wind bringing up moisture along the sides of the mountain, where it is condensed, forming clouds entirely concealing the mountain; the reverse happens during the night, a descending current carrying the moisture with it and leaving the blue-grey serrated peaks visible in the early morning, the beauty and grandeur of which is not easily forgotten. The best view is from the sea, the mountain being 60 miles due south of the land at the west entrance to Maluda Bay.

The rich luxuriance and almost endless variety of vegetation in the tropics is well-known, and nowhere is its full development more complete or striking than in Borneo, the equable temperature all the year round, the heat, the moisture, the great forest trees, supporting other forms of vegetation, ferns, orchids, arums and numerous other epiphytial plants with countless modifications in detail, the trees of a varied description, yet all with tall, symmetrical trunks rising to a height of from 80 to 100 feet without giving out a branch, the profusion of woody creepers and climbing plants, stretching from tree to tree, sometimes coiled like a great serpent on the ground in folds, in loops from the highest trees, convoluted, taut as the rigging of a ship, some smooth, others rugged and knotted, at times round in sections and again flattened like driving bands for machinery, sometimes coiled in a higgledy manner from the ground to the branches of a huge tree and sinking deep into the tissues as if the strength of the tree, some of these creepers are of great length, perhaps hundreds of feet, and not more than one and a half inches in diameter, others are like thick rope cables, and indeed they may all be regarded as living vegetable ropes and are used as such by the natives. The unbroken foliage overhead through which the sun's rays cannot penetrate, the cathedral gloom, the stillness and silence all combined leave a strange emotion on a mind unaccustomed to such scenes; nature seems to reign supreme and art seems powerless to oppose her apparently limitless resources. The solemn stillness of untold ages, however, to meet a foe, that of Western civilisation; it has been equal to the task in other countries similarly circumstanced, notably in the large islands (south and west of Borneo) Sumatra and Java, where under the enlightened, intelligent and just rule of the Dutch Government, the vast resources of the soil are yielding up a rich harvest, and already a revenue is derived by that Government from these islands of £4,000,000 per annum.

One of the great prospective difficulties in Borneo seems to be how to deal with the semi-savage natives, the number of whom is approximately estimated at 150,000, living a free life, every man a warrior, without any law save what may be imposed by the chiefs of the various tribes. The most honourable avocation of the males in the interior is head hunting, consequently each tribe is at enmity and in a chronic state of warfare with its neighbours. They may, however, be brought to coalesce against the supposed common enemy, the white man and the Chinese. The latter in whatever numbers could make no stand against the wild agile native armed with his spear and kris and with the jungle for a retreat. These considerations have no doubt been weighed by the Government of Sabah, whose intention is to deal with the natives liberally and to respect all their rights, and this may impress them with some of the advantages of civilisation; but who can tell?

I. M. F.

Hongkong, June 9th, 1883.

## MAILS EXPECTED.

## THE AMERICAN MAIL.

The P. M. steamer *City of Rio de Janeiro*, with the next American mail, left San Francisco on the 17th ultimo, and may be expected to arrive here on or about the 15th instant.

## To-day's Advertisements.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT) THE Company's Steamship

"JORGE JUAN"

Captain Thebaud, will be despatched for the above Port, TO-DAY, the 11th instant, at 5 P.M.

For Freight or Passage, apply to

RUSSELL & Co. General Managers.

Hongkong, 6th June, 1883.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR AMOY, THE Company's Steamship

"DIAMANTE"

Captain Cullen, will be despatched for the above Port, TO-MORROW, the 12th instant, at NOON.

For Freight or Passage, apply to

RUSSELL & Co. General Managers.

Hongkong, 11th June, 1883.

FOR SINGAPORE AND PENANG, THE Steamship

"VORTIGERN"

will be despatched for the above Ports, TO-MORROW AFTERNOON, the 12th instant, at FOUR O'CLOCK.

For Freight or Passage, apply to

AY YON & Co., 80, Praya Central.

Hongkong, 11th June, 1883.

FOR SYDNEY, MELBOURNE, AND ADELAIDE, VIA SINGAPORE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to New Zealand, Fiji, New Caledonia, and Tahamania).

THE Eastern and Australian Steamship Company's Steamship

"TANNADICE"

Captain S. G. Green will be despatched as above, on THURSDAY, the 14th instant, at 4 P.M., instead of previously advertised.

Parcels (all of which must be sent to our Office) will be received up to 4 P.M. of the day previous.

The Contents and Value must be declared.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 11th June, 1883.

NOTICE.

ST. JOHN LODGE OF HONGKONG, No. 618, S.C.

A REGULAR LODGE will be held in FREEMASONS' HALL, Zealand Street, on WEDNESDAY, the 13th instant, at 8 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 7th June, 1883.

## Intimations.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the CHINA TRADERS' INSURANCE COMPANY, LIMITED, will be held at the Head Office, Victoria, Hongkong, TO-MORROW, the 12th day of June, 1883, at THREE O'CLOCK, in the AFTERNOON, when Resolutions will be proposed for the Subdivision of Shares and the Increase of Capital, and for such Amendments, and Additions to the Articles of Association as may be necessary for that purpose; also for Amendments and additions to the Existing Articles of Association making provision as to Transfer and Transmission, Cancellation and Realignment of Shares, Meeting of Shareholders, Voting power of Shareholders, Investment of Funds, Constitution of Board of Directors, Appointment and Powers of Agents and Committees, and Interim Division of Profits.

A Copy of the Proposed Resolutions can be seen by any Shareholder at the Company's offices in Victoria before the date appointed for the holding of the said Meeting.

Should the Resolutions be passed by the required majority they will be submitted for confirmation as Special Resolutions to a Second Extraordinary Meeting which will be subsequently convened.

By Order of the Board, W. H. RAY, Secretary.

Hongkong, 21st May, 1883.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN EXTRA-ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, No. 45, Queen's Road, Victoria, Hongkong, on TUESDAY, the 19th day of June, 1883, at THREE O'CLOCK P.M., in order to take into consideration a Special Resolution to add a Regulation to the Existing Articles of Association of the Company, authorizing the Company so far to modify the conditions contained in its Memorandum of Association as by Sub-division of its Existing Shares to Divide its Capital into Shares of smaller amount than is fixed by its Memorandum of Association, in accordance with the provisions of Sections XX. and XXI. of "The Companies Ordinance, 1877."

By Order, JAS. B. COUGHTRIE, Secretary.

Hongkong, 26th May, 1883.

NOTICE OF REMOVAL.

M. F. VINCENT'S WINE AND SPIRIT STORE, and the BAKERY now at No. 8, PEEL STREET, will be REMOVED from 1st July next, to No. 24, PRAYA CENTRAL. Hongkong, 8th June, 1883.

IN THE PRESS.

PRACTICAL AND INDUCTIVE BOOK-KEEPING

J. L. HART MILNER, PROFESSOR "COMMERCIAL SCHOOL" MACAO.

INTENDING Subscribers are requested to send their Names to the Underigned, from whom a PROSPECTUS can be obtained, on Application.

D. RODRIGUES, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

Hongkong, 6th June, 1883.

HONGKONG HOTEL COMPANY, LIMITED.

THE DIRECTORS are now prepared to receive TENDERS from suitable persons for a term of FIVE YEARS, for the lease of the HONGKONG HOTEL, with FURNITURE complete.

The Building (together with a powerful passenger lift), will comprise after the proposed alterations and additions have been completed, viz:—

THE BASEMENT.

Two Grand Entrances from Pedder's Street and Queen's Road. Bar, Billiard, Reading and Smoking Rooms with separate Entrance from Pedder's Street.

A handsomely fitted up Ladies' Room, for the use of visitors and others.

Managers' and General Offices, Kitchens, Store Rooms, &c. &c.

FIRST FLOOR.

A Public Dining Room capable of dining upwards of 150 persons at the same time.

ONE LARGE BREAKFAST ROOM.

FIVE elegant and beautifully fitted up suites of ROOMS, consisting of a Private Dining Room, DRAWING ROOM, CARD ROOM, READING ROOM, and BILLIARD ROOM.

TEN Bed Rooms with a Bathroom to each.

SECOND AND THIRD FLOORS.

Have each 26 lofty, well ventilated and lighted Bed Rooms, opening on to large Verandahs with a commodious Bath Room for each room.

All the Passages and Corridors throughout the premises are wide and well lighted, most of the furniture will be new and made expressly for the climate.

The special attention of Hotel-keepers and others is drawn to the unusual advantages offered.

Tenders to be made on or before 11th June, 1883, and to be sent to the undersigned, who will be entertained by the Directors.

Hongkong, 16th April, 1883.

LOST.

ON WEDNESDAY AFTERNOON between Murray Pier and Government House, A GOLD LOCKET, with MONOGRAM and CRUIER.

The Finder will be REWARDED, if necessary, on RETURNING the same to the "HONGKONG TELEGRAPH" OFFICE.

Hongkong, 4th April, 1883.

INTIMATION.

SIGNOR ANTONIO CATTANEO, of the CONSERVATOIRE DE BERGAMO, and late of the ROYAL ITALIAN OPERA COMPANY, has the honor to inform the community that he has arranged to remain in Hongkong, and will give lessons in Music, Singing and the Piano-forte.



## Intimations.